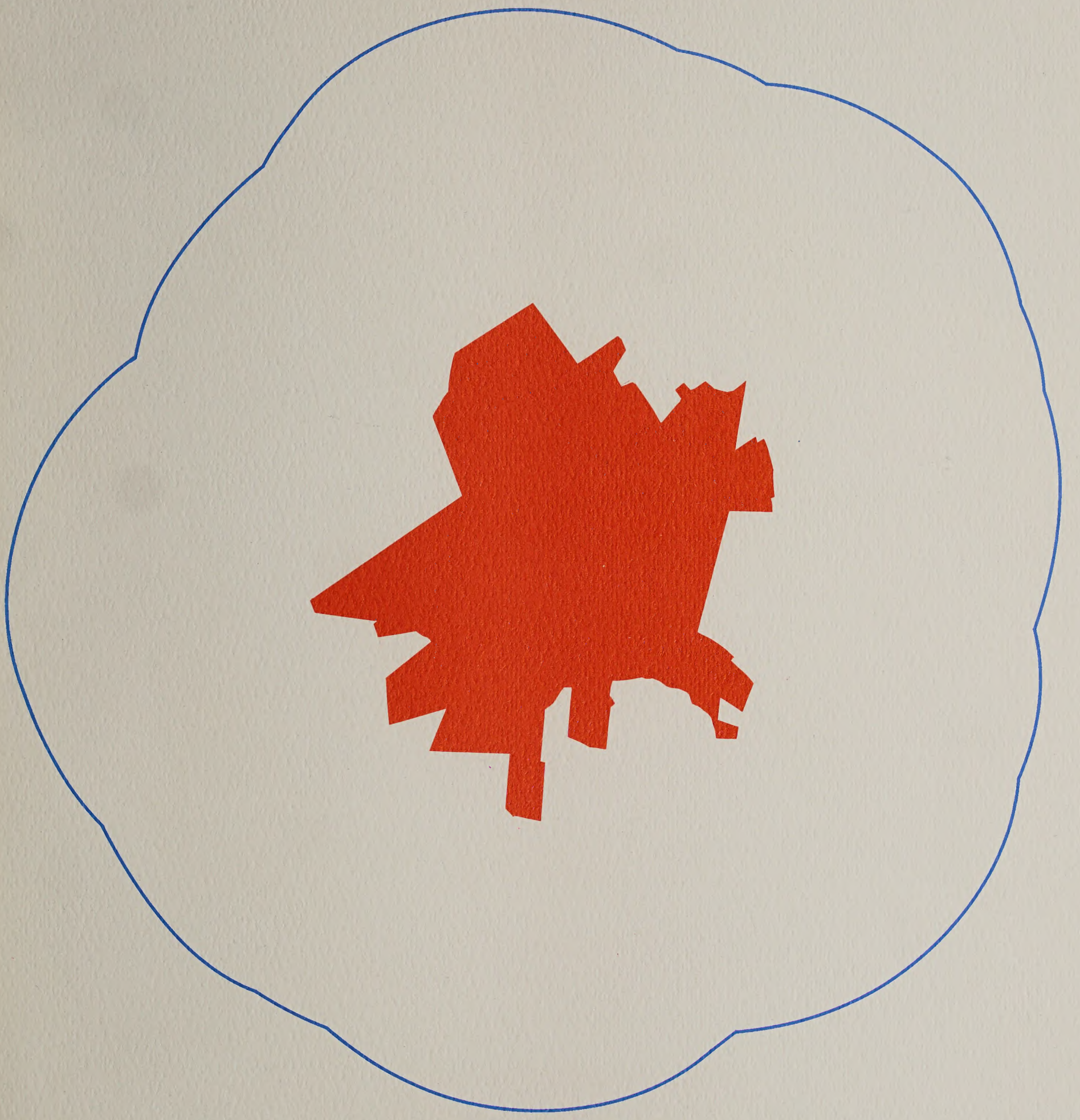
LAND USE ANALYSIS
and
LAND DEVELOPMENT PLAN



MARION,
NORTH CAROLINA

LAND USE ANALYSIS

AND

LAND DEVELOPMENT PLAN

FOR

MARION, NORTH CAROLINA

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May, 1972

LAND USE ANALYSIS AND LAND DEVELOPMENT PLAN FOR MARION, NORTH CAROLINA

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CHAPTER 1

INTRODUCTION

I Purpose Of The Land Development Plan

Article 361 of Chapter 160A of the General Statutes of North Carolina states that:

> "Any city may by ordinance create or designate one or more agencies to perform the following duties:
>
> (1) Make studies of the area within its jurisdiction and surrounding areas;
>
> (2) Determine objectives to be sought in the development of the study area;
>
> (3) Prepare and adopt plans for achieving these objectives;
>
> (4) Develop and recommend policies, ordinances, administrative procedures, and other means for carrying out plans in a coordinated and efficient manner;
>
> (5) Advise the council concerning the use and amendment of means for carrying out plans;
>
> (6) Exercise any functions in the administration and enforcement of various means for carrying out plans that the council may direct;
>
> (7) Perform any other related duties that the council may direct..."

Thus, the Marion City Council in order to help promote the health, safety and welfare of its citizens as well as to help insure efficiency and economy in the city's process of development, passed an ordinance creating the Marion Planning Board. The planning board decided that the formulation of a land development plan should be the first project in establishing an organized planning program. The land development plan is the cornerstone or perhaps the key element in the overall planning

process, primarily because this plan offers a proposal as to how land should be used as expansion proceeds in the future.

II Scope Of The Land Development Plan

The land development plan is made up of several component parts, including:

(1) An assessment of the primary needs and goals of the citizens of Marion;

(2) An investigation of the historical development of the area;

(3) An investigation of the physical factors affecting development of the area;

(4) An analysis of the existing use of land in the area and the structures on it;

(5) A sketch plan for transportation systems in the area;

(6) A proposal for the future use of land in the area;

(7) Solutions for specific problems.

This study is concerned with the period of 1972 to 1992. The Marion Land Development Plan is not an exact picture of the Marion of 1992, nor is it a detailed scheme for its development. The plan is a general program for insuring orderly development and growth within the city and its adjacent one-mile area. Since planning is a continuous process and needs are ever-changing, the land use plan warrants continuing review and revision during the 20-year period.

Many references will be made to the planning area in the land development plan. The planning area includes the City of Marion and all land extending in all directions one-mile beyond the city's corporate limits. This one-mile area is of critical concern to the plan because this area's

development and growth has a tremendous impact on the City of Marion. The planning area is depicted on Map 6.

III Overall Development Goals

Every community has certain goals, as does each individual within that community. Some of these individual goals may be common to many, while other goals may conflict. In order for the community to plan effectively, these common individual goals must be stressed and areas of conflict reduced to the maximum extent possible, so that the general agreement on the kind of community desired is attained.

The following general goals, developed by the Marion Planning Board, are to serve as a guide for the preparation of this plan, as well as in future planning elements, and for the fulfillment of the projected needs of the community:

(1) To provide for orderly and progressive development within Marion and the adjacent area, enhancing and accentuating the existing favorable qualities of the region and improving those features that distract from the most beneficial development of the region;

(2) To promote the coordinated growth and development of the City of Marion as well as the entire McDowell County urban area;

(3) To preserve the City of Marion's identity as a community and to protect against the economic wastefulness associated with urban sprawl;

(4) To promote an economy with a balance of industry, business and service; developed in harmony with residential growth;

(5) To provide for orderly residential growth providing a variety of residential areas attractive to all age, income, religious and ethnic groups;

(6) To develop a transportation system promoting interaction within the city and adjacent area and beyond into the surrounding region;

(7) To capitalize on existing facilities serving the needs of the

community and to provide more and better facilities when and where needed.

More specific goals are contained within Chapter 3.

CHAPTER 2

BACKGROUND FOR PLANNING

I Physical Setting

Marion is centrally located in McDowell County and the city is situated within the Piedmont Province of the Appalachian Complex of Western North Carolina. The Piedmont Province terminates approximately 15 miles west of Marion at the Blue Ridge Province. Thus, Marion is at the gateway of the scenic Blue Ridge Mountains, an area with a vast potential for tourism and recreational development, while the city and its adjacent area has the tremendous industrial potential of the piedmont. The City of Asheville, with a population of 58,000 is approximately 35 miles west of Marion while Hickory and Morganton lie 45 to 25 miles respectfully to the east. Map 1 shows the relationship of Marion to its surrounding area.

TOPOGRAPHY

The topography of Marion and the one-mile area adjacent to the city is characterized primarily by a gently rolling upland surface. Elevations in the planning area range from 2040 feet to 1220 feet, with the higher elevations occurring in the extreme southern-most portion of the planning area and the lower elevations in the extreme southeastern portion. Steepness of slope limits urban development in several sections of the planning area, especially the areas south and east of the city. Generally, lands having slopes in excess of 20 percent are not recommended for intensive urban development, especially when land with less restrictive slope is

available. Some of this land could possibly be developed for low-density residential purposes, however, the cost of providing and maintaining utilities and services in these areas is high.

Another topographic factor affecting development is that of low-lying land subject to flooding. Development in these areas must be planned carefully in order to protect lives and property. Fortunately, the planning area has few locations that are subject to periodic flooding or a seasonably high water table. The Corpening Creek area that parallels N. C. 226 south of and outside the city and Rutherfordton Road inside the city is subject to high water levels.

Map 2 delineates location with excessive slope and the major drainage areas within the study area. Soil area 1, depicted on Map 3, indicates locations that are subject to flooding or that have periodically high water tables.

CLIMATE

The climate is an important factor in the economic and physical development of a region. An area's temperature and/or precipitation greatly influences recreation and tourism potential of a locality, water supply, the industrial attractiveness and residential development. Thus, climatic data is a vital background item in analyzing the assets and liabilities of an area.

The climate of the Marion area is classified as warm temperate with mild winters. The summers are long and warm with a mean temperature of 74.4°F. The mean winter temperature is a moderate 40.8°F. The annual temperature is 58°F. The regional temperatures are subject to erratic

MAP 1

REGIONAL SETTING

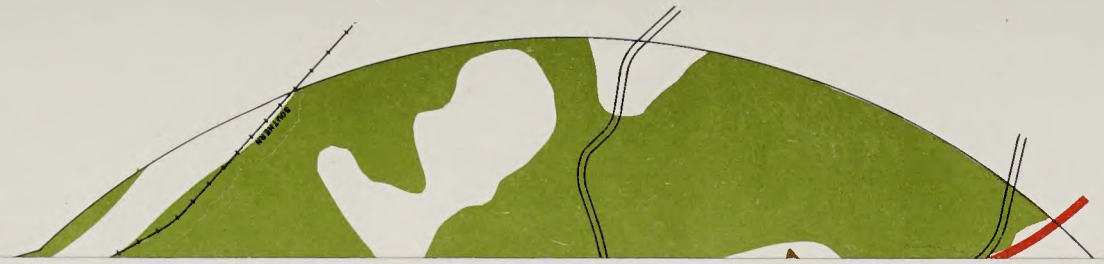
variations because it is in the path of conflicting air masses which include warm air currents moving northward from the Gulf of Mexico and cold air currents moving southward from Canada.

Marion receives an average annual precipitation of 54.7 inches, which is distributed rather evenly in all seasons. The most rainfall is in the summer with 16.8 inches and the driest season is fall with 11.3 inches. The major rain causing factor in this area is the conflicts of contrasting air masses which create the cyclonic storms and fronts that accompany weather changes. Table 1 shows the mean monthly, seasonal and annual temperatures, plus the average monthly and seasonal rainfall.

SOILS

In planning for the future growth and development of the Marion area, an understanding of the local soils is a necessity. Overriding considerations may force solutions to known soil problems regardless of expense. However, planning fails if the expense comes as a surprise, and the failure is painful if the expense could have been avoided by the choice of an equally suitable location where the soils were appropriate to the intended use. Soil characteristics should not become the prime influence of land use; however, soil factors affecting form or cost of development deserve as much consideration as other elements in shaping the land development plan.

The soil analysis is useful in guiding development, in guiding the location of major buildings and in alerting builders to problems, which may be anticipated. Soil associations of the Marion area are shown in Map 3, with their limitation for certain uses shown in Table 2. The soil



MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 2000 2800

SCALE IN FEET

MAP 2

NATURAL FACTORS AFFECTING DEVELOPMENT

LEGEND

SLOPE GREATER THAN 20%

DRAINAGE AREAS

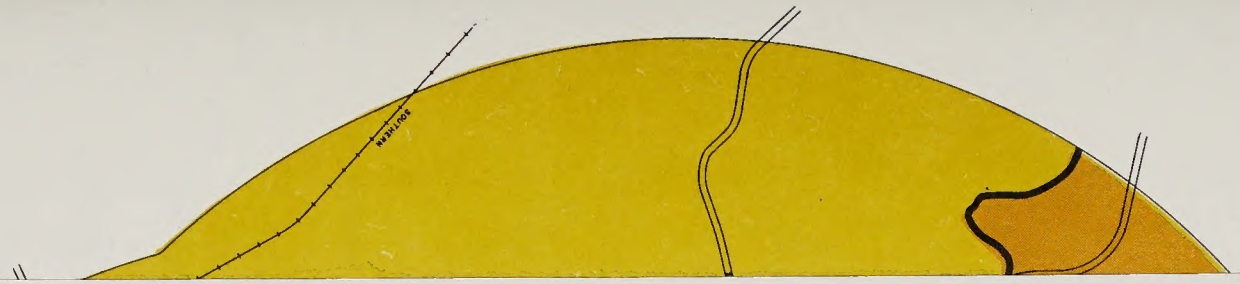
TABLE 1 - CLIMATE OF THE MARION AREA

Month	Mean[1] Temperature	Average[2] Precipitation
December	40.7	4.61
January	40.0	4.21
February	41.8	4.34
Winter	40.8	13.16
March	49.4	4.84
April	57.7	4.14
May	66.0	4.44
Spring	57.7	13.42
June	72.8	5.16
July	75.6	5.86
August	74.7	5.82
Summer	74.4	16.84
September	69.6	4.20
October	59.3	4.08
November	48.8	2.99
Fall	59.2	11.27
YEAR	58.0	54.69

Source:
United States Weather Bureau (Marion Station)

[1] Data Compiled for 59 years

[2] Data Compiled for 68 years



MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 2000 2800
SCALE IN FEET

MAP 3

SOIL RESOURCE AREAS

LEGEND

1 CONGAREE-CHEWACLA

2 HAYESVILLE LOAM, 2-10% SLOPE

3 HAYESVILLE LOAM, 10-25% SLOPE

4 HAYESVILLE LOAM, OVER 25%

resource area map is not detailed enough to relate to a single lot, but it is a source of information for large areas. The Soil Conservation Service, the agency that supplied the soils data presented in this report, should be consulted for detailed information on small tracts of land.

In developing Table 2, the following degrees of limitation ratings were used:

Slight -- The soil has only minor limitations that can be easily corrected.

Moderate -- The soil has moderate limitations that can be overcome or corrected by practical means.

Severe -- The soil has severe limitations, making the area difficult to develop.

The soils pattern in the Marion area is relatively simple with approximately 90 percent of the area being within the Hayesville soil series. Much of the remaining acreage is composed of bottom land. The Hayesville series was mapped in different slope phases for interpretative purposes.

The following section contains a brief description of the various areas:

Area 1 is composed of well-drained and poorly-drained bottom land soils that are susceptible to occasional stream overflow and a seasonally high water table. This area is characterized by nearly level alluvial soils with friable loamy subsoils. This area is primarily suitable for open type land uses such as recreation and agriculture and is not suitable for residential, industrial, or transportational uses. The soils that make up Area 1 are the Congaree and Chewacla series.

The soils of Area 2 are generally good for most types of urban land

TABLE 2 - LIMITATION RATINGS OF SOIL RESOURCE AREAS FOR STATED USES, MARION PLANNING AREA

Soil Area No.	Soil Resource Area	Dwellings with		Recreation		Suitability for				
		Sewerage Systems	Septic Tank Filter Fields	Camp Sites	Picnic Areas	Intensive Play Areas	Light Industries[1]	Rds. and Streets[2]	General Agriculture	Woods
1	Congaree	Sev.,Fl	Sev.,Fl	Mod.,Fl	Mod.,Fl	Slt.	Sev.Fl	Sev.,Fl	Good	Good
	Chewacla	Sev.,Fl	Sev.,Fl,Wt	Mod.,Fl,Wt	Mod,Fl,Wt	Mod,Fl,Wt	Sev,Fl,Wt	Sev,Fl,Wt	Good	Good
2	Hayesville loam, 2 to 10% slopes	Slt.	Mod,Perc.	Slt to Mod,Sl	Slt.	Mod. to Sev.,Sl	Mod., Sh-Sw-Sl	Mod.Traf	Good	Good
3	Hayesville loam, 10 to 25% slopes	Mod.	Mod. to Sev.Perc,Sl	Mod. to Sev.,Sl	Mod. to Sev.,Sl	Sev.,Sl	Sev.,Sl	Sev,Sl Traf	Fair	Fair
4	Hayesville loam, 25 to 50% slopes	Sev,Sl	Sev,Sl	Sev,Sl	Sev,Sl	Sev,Sl	Sev,Sl	Sev,Sl	Poor	Good
	Saluda	Sev,Sl	Sev,Sl,R	Sev,Sl	Sev,Sl	Sev,Sl	Sev,Sl	Sev,Sl	Poor	Fair
	Ashe	Sev,Sl	Sev,Sl,R	Sev,Sl	Sev,Sl	Sev,Sl	Sev,Sl R	Sev,Sl, R	Poor	Fair
	Abbreviations for Limiting Factors:	Slopes> 10% limitations; 10-25%-Mod; 25%+-Sev.	Slopes> 10% impose limitations; 10-15% Mod.; 15% Sev.	Slopes>6% impose limitations; 6-10%-Mod.; 10%+-Sev.	Slopes> 10% impose limitations; 10-25%-Mod.; 25%+-Sev.	Slopes> 6% impose limitations; 6-10%-Mod.; 10%+-Sev.	Slopes> 10% impose sev. limitations	Slopes> 25% impose sev. limitations		

Fl - Flood hazard
Wt - Water Table
Traf - Trafficability
Sh-Sw - Shrink-swell potential
R - Rock
Perc - Percolation rate
Sl - Slope

Abbreviations for degree of limitations:

Slt. - Slight
Mod. - Moderate
Sev. - Severe

1/ Structures whose footings are in subsoil.
2/ Refers to roads and streets that have subsoil for base.

Source: Soil Conservation Service

uses. These soils are gently sloping, two to ten percent, and are characterized by a brown loam surface and a friable red clay subsoil. The primary soil in this area is the Hayesville loam.

Soil Area 3 is composed of a well-drained moderately steep soil with a brown loam surface, a friable red clay subsoil and slopes ranging from 10 to 25 percent. The area has a moderate to severe limitation for most land uses due to moderately steep slopes and moderate percolation. The area is fairly well conducive to recreational and transportational uses. The Hayesville loam comprises most of Area 3.

Area 4 is characterized by steep slopes, 25 to 50 percent, and in most places a small amount of soil cover. Thus, this area has severe limitations for almost all types of urban development. .The Hayesville, Saluda, and Ashe soils comprise this area on steep mountains to the east and south of the Marion city limits.

II Historical Development

In 1842 McDowell County was formed from an area which was originally part of Rutherford and Burke Counties. The county had a population of 6,246 persons at the time of its formation and was named in honor of Colonel Joseph McDowell, a colonel in the militia, a physician, and a legislator -- the first U. S. Congressman from Western North Carolina.

Jonathan L. Carson gave the new county a 50-acre tract to establish a county seat. Thus, in 1843 Marion was founded on this tract and was named in honor of a South Carolinian, General Francis Marion, who was a Revolutionary war hero.

Marion and its adjacent area began to experience growth in the late

1800's. During this period the Southern Railway constructed a railway line westward through Marion to Asheville to help link the Greensboro-Knoxville line. In 1908 the Clinchfield Railroad completed its track through the Blue Ridge Mountains to Marion. Thus, in its early stages of development Marion was at the junction of two railroads linking north to south and east to west. U. S. Highways 70 and 221-226 intersect at the city and with the railroads and the access to Interstate 40 helped make Marion a true transportation focal point.

In 1894 a fire partially destroyed Marion; however, industrial development helped the town to redevelop. In 1902 a furniture plant, now called the Broyhill Furniture Company, was established at Marion. The first hosiery mill, Marion Knitting, came in 1908 and the first textile plant, now the Marion Manufacturing Company, in 1909. Thus, the trend was established and has continued in that the Marion planning area has become heavily industrialized and is attracting new industries at a rapid pace.

Marion, with a 1970 population of 3,335, is the largest city in the county and it serves as the county's trade center. Approximately one-half of the county's 30,648 residents reside within five miles of the city. Here are located the majority of the industries of McDowell County, most of which are concentrated in the furniture, textile and hosiery groups.

The Marion area has many recreation areas that attract tourism. Some of these areas include the Duke Power Company owned Lake James, Lake Tahoma, the Blue Ridge Parkway and many other places of interest.

III Water and Wastewater Coverage Areas

Utilities, especially water and sewer service, are principal factors

in determining the location, type, pattern, and density of urban development. Thus, an understanding of the existing and proposed water and wastewater systems and coverage areas in the planning area is important to the land development plan.

A water and sewerage study[1] was prepared for Marion in 1971, by an engineering firm that analyzed the existing facilities, identified the deficiencies in the systems and recommended programs to correct these deficiencies and to provide for the City's anticipated future needs. Much of the data utilized in this portion of the plan was provided from that study.

WATER COVERAGE AREA

The municipally owned water system that serves all of the city and most of the planning area and the Pleasant Gardens area northeast of the planning area consists of two unfiltered mountain sources, a raw water pumping facility, a treatment plant and distribution lines. According to the previously mentioned utility study "the water system capacity during dry weather is 1.9 million gallons per day (MGD). The current average and maximum day demands are 1.90 and 2.57 MGD, respectively. Thus, the system is not adequate to meet maximum demands." Marion's water situation is far from being at the critical point, however, in order to meet future demands for water service to current and future residential and industrial users, the city should implement the proposed water system improvements

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1 Comprehensive Water and Sewerage Study, O'Brien and Gere, Inc. Engineers, August, 1971.

that are recommended in the water and sewerage study.

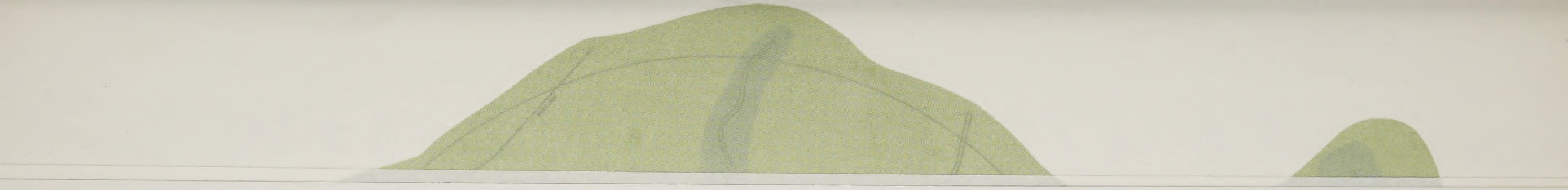
The municipal water system supplies water to all of the industries within the planning area. Three industries outside the corporate limits purchase significant quantities of water from the city for in-plant use as well as domestic uses within employee housing of Clinchfield Manufacturing Company, Cross Mills and Marion Manufacturing Company. Washington Mills uses water only for in-plant use. Marion Manufacturing Company owns its water lines and has a water supply in addition to purchasing water from the city. As is depicted on Map 4 and was previously mentioned, water service is provided to many urbanized areas within and beyond the planning area, however, a lack of interconnections on several of the lines and a large number of lines two inches or less in size restrict service outside the city. A few areas inside the city have several dead-end lines as well as lines four inches or less in size. If these previously discussed deficiencies are corrected and the water study is implemented, there is every reason to believe that the proposed long-range water service area that is delineated on Map 4 can become a reality within the next two decades. The only areas that are deleted from coverage are southeast and west of the city. These areas have severe slope and/or rock outcroppings that impede development.

WASTEWATER COVERAGE AREA

Marion's sewerage system consists of a sewage treatment plant, near the intersection of N. C. 226 and Interstate 40 beside Corpening Creek, along with outfall lines along Rutherfordton Road and smaller collection lines primarily within the city limits. Nearly all of Marion lies within

the Corpening Creek drainage area that drains southward and enables much of the city to be served by gravity sewers. Two small sewage pump ejector stations are provided for areas that cannot be economically served with gravity sewers. Only those areas within the city and adjacent to Cross Mills, Marion Manufacturing Company, Washington Mills, and a small area northeast of the city are served by a municipal wastewater service. Cross Mills and Marion Manufacturing Company own and maintain their wastewater collection lines serving their manufacturing plants as well as employee dwellings in the immediate vicinity. Their wastewater is discharged into and treated by the city system. Industrial wastewater is very difficult to properly treat and has helped contribute to the current operating inefficiency of the municipal wastewater treatment plant. Additional wastewater system deficiencies include limited outfall capacity and excessive stormwater infiltration. Thus, unless improvements are made to the existing system, future growth that requires adequate wastewater treatment facilities will be impeded. The city is currently attempting to eliminate this problem by making improvements to the wastewater system. Improvements costing over three million dollars are currently planned. This will include a new treatment plant at the Catawba River near the terminus of the planning area. Other proposed facilities include a major pumping station to divert all major industrial and residential flows to the Catawba River plant. The present plant would continue to serve domestic customers in the East Marion area downstream from the proposed pump station. Necessary major outfalls to the treatment plant will also need to be constructed.

With the exception of two areas in the southeastern and eastern



MARION, NORTH CAROLINA

PLANNING AREA

NORTH

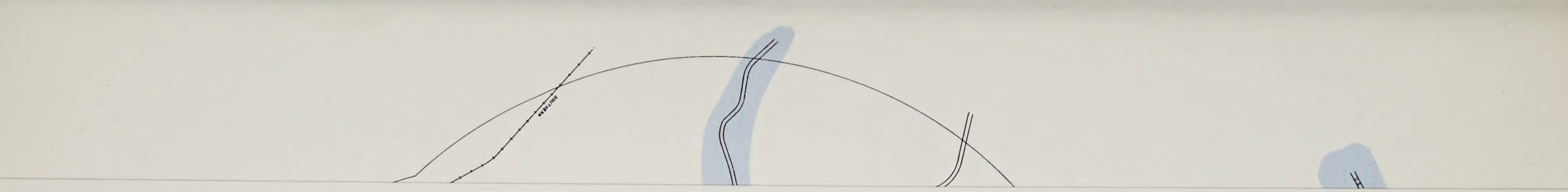
400 0 400 2000 2800
SCALE IN FEET

MAP 4

EXISTING WATER SERVICE AREA

PROPOSED LONG-RANGE WATER SERVICE AREA

PROPOSED LONG-RANGE
WATER SERVICE AREA


SOUTHERN

PROPOSED LONG-RANGE
WATER SERVICE AREA

MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 2000 2800
SCALE IN FEET

MAP 4

EXISTING WATER SERVICE AREA

portions of the planning area, as is shown on Map 5, the entire planning area with the addition of small pump stations and outfall lines can be served.

Clinchfield Manufacturing Company owns and operated a collection system and treatment plant in the planning area that serves approximately 250 houses in addition to its manufacturing plant. The coverage area for this facility is also shown on Map 5. This treatment plant should continue to serve its coverage area. As this plant reaches the end of its useful life, waste entering its system should be delivered to the new Marion system by a pump station.

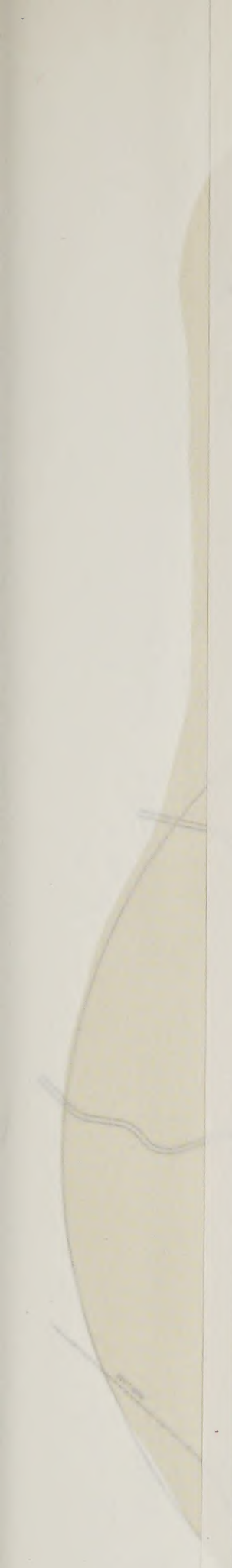
IV Population and Economy

An insight as to the composition of an area's economy and population is a prerequisite for future planning. The progressiveness and structure of a region can be used as a guide for projecting its future. Population projections give an insight into the needs and proper location of different land uses.

When all of the 1970 census data that was collected for Marion is available it would be advantageous for the planning board to prepare a detailed, in-depth population and economic study of Marion and its adjacent urbanized area. The population and economic data provided in this study is intended to be a brief summarization of the area's growth potential and not an all inclusive population and economic study.

ECONOMY

As Table 3 indicates, the economic base of the City of Marion is



MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 1600 2400
SCALE IN FEET

MAP 5

EXISTING WASTE WATER SERVICE AREA

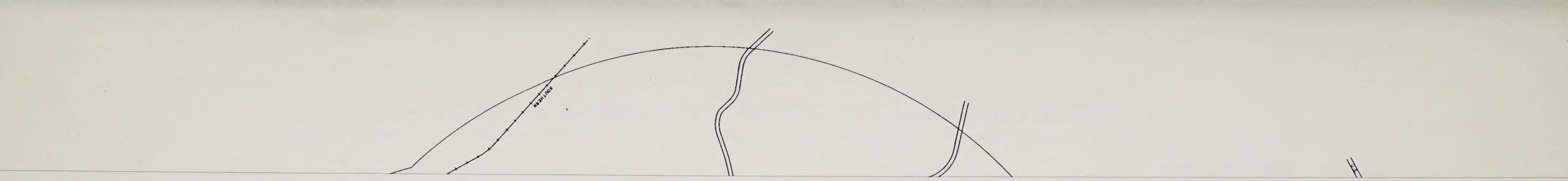
LEGEND

MUNICIPALLY OWNED

PRIVATELY OWNED

PROPOSED LONG-RANGE WASTE WATER SERVICE AREA

PROPOSED LONG-RANGE
WASTE WATER SERVICE
AREA



PROPOSED LONG-RANGE
WASTE WATER SERVICE
AREA

MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 2000 2800
SCALE IN FEET

MAP 5

EXISTING WASTE WATER SERVICE AREA

LEGEND

MUNICIPALLY OWNED

PRIVATELY OWNED

TABLE 3 -- TRENDS IN EMPLOYMENT BY INDUSTRY GROUP, MARION, 1950-1960

Industry Group	1950	1960	Absolute Change	Percent Change 1950-1960	Percent of 1960 Employed Labor Force
Agriculture, Forestry and Fishing	6	4	-2	-33.3	.3
Mining	4	4	0	0	.3
Construction	54	54	0	0	3.9
Manufacturing	413	534	+121	+29.3	38.4
Transportation, Communication and Other Public Utilities	63	52	-11	-17.5	3.7
Wholesale, Retail Trade	300	281	-19	- 6.3	20.2
Finance, Insurance, Real Estate	19	47	+28	+147.4	3.4
Business and Repair Service	20	22	+2	+10.0	1.6
Personal Services	88	102	+14	+15.9	7.3
Entertainment and Recreation Services	16	0	-16	-100.0	---
Professional and Related Services	155	215	+60	+38.7	15.5
Public Administration	58	33	-25	-43.1	2.4
Industry Not Reported	11	41	+30	+273.0	3.0
TOTAL EMPLOYED	1207	1389	+182	+15.1	100.0

Source: United States Census of Population, 1950-1960

oriented toward the manufacturing industries. In 1960 there were 534 Marion citizens employed in the manufacturing industries, which represent 38.4 percent of Marion's labor force. This industry group employment increased 29.3 percent from 1950 to 1960 while the city's labor force increased 15.1 percent. The wholesale-retail trade industries employment constitute the second largest labor group at 20.2 percent but that group decreased 6.3 percent from 300 to 281 persons from 1950 to 1960. The professional and related services category increased almost 39 percent during the same time period from 155 employees to 215 and comprised 15.5 percent of the labor force in 1960. The industry groups that declined the most in number were entertainment and recreation services, wholesale and retail trade, and the transportation communication and public utilities industries.

More recent work force estimates compiled by the North Carolina Employment Security Commission for all of McDowell County, as is shown on Table 4, for 1965 through 1970 indicates the employment trend is toward the manufacturing industries. In fact, nearly 60 percent of the total civilian work force in McDowell County is employed in manufacturing. Of the 7,040 persons employed in manufacturing in 1970, 4,690 were employed by the various textile industries; 1,170 by furniture industries and 420 by apparel industries. There were 3,120 persons employed in nonmanufacturing in 1970; 1,130 were in wholesale and ratail trade, 940 in the service industries and 610 in government. The agriculture employment is the only group with a significant decrease, 310 to 240, from 1965 to 1970.

There is enough recruitable labor within McDowell County and its surrounding area, as is indicated in Table 5, to allow existing industries in the area to expand and/or to attract additional industry.

TABLE 4 - AVERAGE ANNUAL WORK FORCE ESTIMATES, McDOWELL COUNTY, 1965-1970

	1965	1966	1967	1968	1969	1970
Civilian Work Force	10,680	11,100	11,260	11,300	11,720	11,930
Unemployment, Total	420	360	430	360	300	530
Rate of Unemployment	3.9	3.2	3.8	3.2	2.6	4.4
Employment, Total	10,260	10,740	10,830	10,940	11,420	11,400
Nonagricultural Wage and Salary	8,860	9,370	9,530	9,690	10,160	10,160
Manufacturing	6,090	6,510	6,580	6,670	7,180	7,040
Food	40	40	40	50	50	50
Textiles	3,840	4,260	4,510	4,560	4,730	4,690
Apparel	500	480	410	440	480	420
Lumber and Wood	110	100	100	100	100	80
Furniture	1,330	1,350	1,260	1,250	1,270	1,170
Stone, Clay & Glass	30	30	30	40	30	20
Other Manufacturing	240	250	230	230	520	610
Nonmanufacturing	2,770	2,860	2,950	3,020	2,980	3,120
Construction	160	180	170	150	130	130
Trans., Comm., & Pub. Util.	170	160	150	140	170	180
Trade	1,010	1,040	1,110	1,100	1,070	1,130
Fin., Ins., & Real Estate	110	120	120	130	130	130
Service	560	560	580	590	580	610
Government	750	800	820	910	900	940
Other Manufacturing	10	0	0	0	0	0
All Other Employment	1,090	1,080	1,030	1,000	1,020	1,010
Agricultural Employment	310	290	270	250	240	230

Source: North Carolina Work Force, Estimates, N. C. Employment Security Commission, 1971

TABLE 5

ESTIMATED RECRUITABLE* LABOR FOR INDUSTRIAL DEVELOPMENT IN McDOWELL AND ADJACENT COUNTIES 1970

		Experienced Manufacturing Workers		All Other Experienced Workers		Inexperienced But Referable and Trainable		High School Graduates Entering the Labor Force Annually	
County	Total	Male	Female	Male	Female	Male	Female	Male	Female
McDowell	2,000	215	580	270	335	154	450	100	110
Avery	105	15	15	15	10	25	25	35	40
Buncombe	3,700	625	875	250	350	600	1000	370	393
Burke	450	0	0	0	0	175	275	125	177
Mitchell	275	35	35	70	35	50	50	33	29
Rutherford	1,220	90	300	165	205	155	305	115	115

Source: Employment Security Commission of North Carolina, 1970

*Those persons under 45 years of age who have job skills and are adaptable, trainable and referrable for manufacturing jobs.

POPULATION

In 1960, the City of Marion had a population of 3,345 persons; an increase of 22.1 percent over the 1950 population of 2,740. However, the 1970 Census of Population indicated that the city's population had decreased to 3,335 or - 0.3 percent. It is most significant to note that Marion is adjacent to two unincorporated urbanized areas, East Marion and West Marion, each of which is almost equal in population to the City of Marion.

East Marion -- Clinchfield had a population of 3,015 and West Marion 3,034 in 1970. These unincorporated areas, as were delineated by the U. S. Census of Population, are shown on Map 6 along with the Marion City limits and the one-mile extraterritorial area adjacent to the city limits.

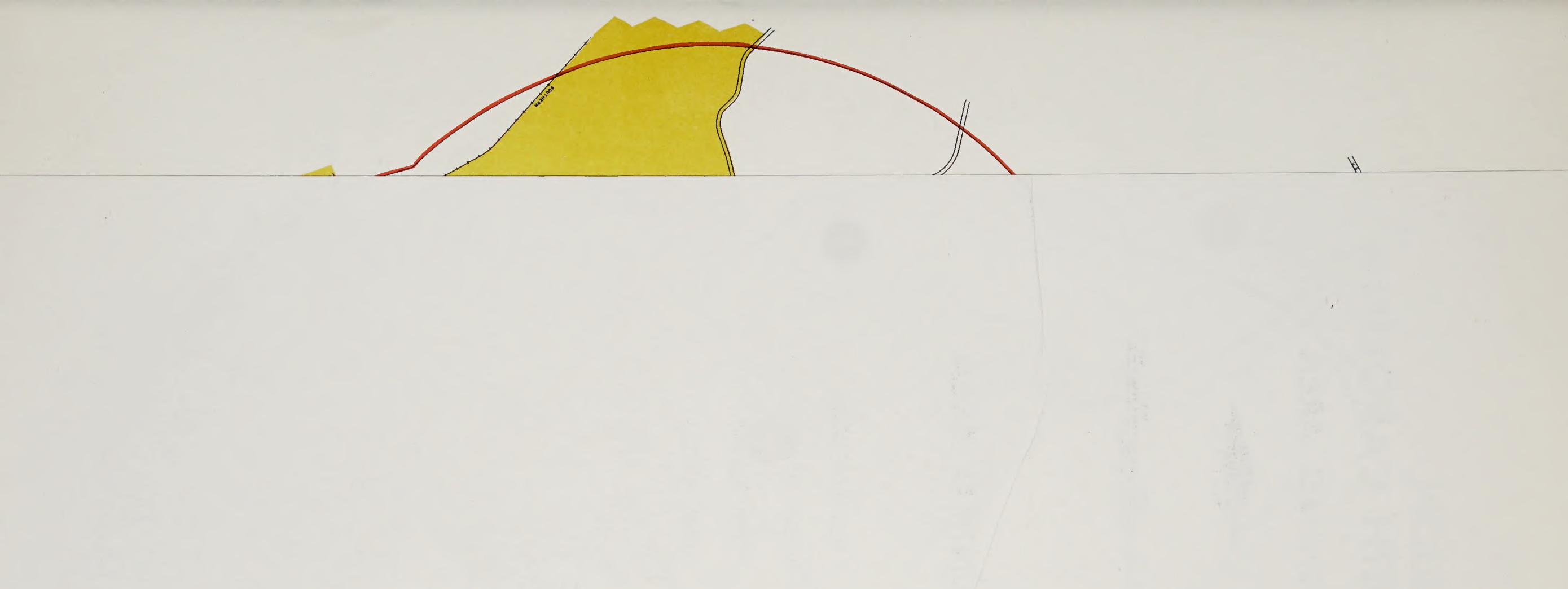
Population data for Marion, McDowell County, East Marion, and West Marion from 1930 to 1970 is shown in Table 6.

TABLE 6 -- POPULATION OF MARION, MCDOWELL COUNTY, EAST MARION AND WEST MARION, 1930-1970

Year	Marion	McDowell County	East Marion	West Marion
1930	2,467	20,336	N.A.	N.A.
1940	2,889	22,996	N.A.	N.A.
1950	2,740	25,720	2,901	1,233
1960	3,345	26,742	2,442	2,335
1970	3,335	30,648	3,015	3,034

Source: U. S. Census of Population

The structure of the Marion population is indicated on Table 7. There has been a significant increase from 1960 to 1970 in the number of males in the 15 to 24 age group and a decrease in both the male and female group under 5 years. In 1970, all age groups except one had a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MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 2000 2800

SCALE IN FEET

MAP 6

PLANNING AREA

LEGEND

- PLANNING AREA
- TOWN OF MARION
- EAST MARION
- WEST MARION

higher ratio of women than men.

TABLE 7 -- COMPOSITION OF THE 1960 AND 1970
MARION POPULATION BY AGE AND SEX

Age Group	1960 Male	1960 Female	1960 Percent Ratio M	1960 Percent Ratio F	1970 Male	1970 Female	1970 Percent Ratio M	1970 Percent Ratio F
Under 5	153	152	51	49	117	127	48	52
5-14	291	290	50	50	276	276	50	50
15-24	182	243	43	57	227	254	47	53
25-34	209	225	48	52	161	178	47	53
35-44	227	284	44	56	182	198	48	52
45-64	360	427	46	54	376	493	43	57
65 & over	114	188	38	62	164	306	35	65
	1536	1809	46	54	1503	1832	45	55

Source: United States Census of Population, 1960, 1970

If the City of Marion retains its present corporate limits, there is little reason to believe that its population will increase significantly. The urbanized areas adjacent to the city are growing and should continue to urbanize. Basic population projections for land use planning purposes are shown on Table 8.

TABLE 8 -- POPULATION PROJECTIONS, MARION, EAST MARION, WEST MARION, 1980-1990

Area	1930[1]	1940[1]	1950[1]	1960[1]	1970[1]	Projections 1980[2]	1990[2]
Marion	2,467	2,889	2,740	3,345	3,335	3,552	3,769
East Marion	N.A.	N.A.	2,901	2,442	3,015	3,072	3,129
West Marion	N.A.	N.A.	1,233	2,335	3,034	3,934	4,834
TOTAL			6,874	8,122	9,384	10,588	11,732

Source: [1] United States Census of Population

[2] N. C. Department of Nautral and Economic Resources, Division of Community Services

The mathematical population projections based on past trends indicate that the West Marion area should have the most significant growth during the next 20-year period with Marion and the East Marion area growing more slowly. If there are any annexations made by Marion during the study period, these projections will certainly need to be updated. The population data provided in this study for the planning area includes only those areas that have defined boundaries and census data generally corresponding with those boundaries -- Marion, East Marion -- Clinchfield and West Marion. A small portion of West Marion is outside the planning area but was included in the population data. Census data conforming to those areas outside the previously discussed incorporated and unincorporated census areas but within the planning area is not available. However, based on a

general housing count it is estimated that these areas contain approximately 1,322 persons, bringing the total 1970 population for the total planning area to 10,706 persons.

Based on the previously discussed population, economic and physical data the following major assumption may be made:

(1) Marion and its adjacent one-mile area and McDowell County will continue to experience population and economic growth during the next two decades;

(2) Because of the rural-to-urban trend, the availability of urban services, etc., most of this growth should take place around the City of Marion, especially if the Marion city limits remain static;

(3) The planning area should continue to attract additional growth in the manufacturing industries because of the region's physical assets and labor supply. The professional and related services employment should continue to show considerable gain in the non-manufacturing sector.

CHAPTER 3

LAND USE ANALYSIS AND LAND DEVELOPMENT PLAN

I Land Use Survey

As a municipality or urbanized area develops, the land use pattern undergoes complex changes which may cause conflicts between uses if not controlled. A survey and analysis of existing land use patterns and trends are necessary in order to guide and control future development patterns.

PURPOSE OF THE LAND USE SURVEY

A survey and analysis of existing land use and the past trends which have influenced it form a basis upon which future land development may be determined, when considered along with other physical, social, and economic factors affecting development. The goal of this study is to provide sufficient knowledge of existing land development patterns upon which to base objective recommendations to guide the future use of land in a manner consistent with community goals.

The survey of existing land use is an inventory of all land within the City of Marion and the one-mile planning area adjacent to the city. The survey of Marion and its planning area was made in February, 1972, to determine the use of all parcels of land with the corporate limits and of general development within the surrounding area.

LAND USE CATEGORIES

For planning purposes, land uses were grouped into the following categories:

(1) Residential - Structures containing one or more dwelling units, including single -- and multiple-family housing units, residential hotels, mobile homes, mobile home parks and transient lodging;

(2) Trade - Any activity dealing in the sale of retail or wholesale merchandise;

(3) Service - Any private activity which exists for the purpose of providing a service to the public;

(4) Manufacturing - Those activities which are engaged in the production, processing, or fabrication of goods and/or materials.

(5) Transportation, Communication and Utilities - Those activities engaged in the movement of people and commodities (including highway, street, and railroad right-of-way); those activities devoted to the transmission of messages and information; and those land uses concerned with the production and/or the distribution of fuels, power, water, and the disposal of waste materials;

(6) Cultural, Entertainment, and Recreational - All land uses devoted to leisure-time activities including amusements, recreational activities and parks;

(7) Governmental, Educational and Religious Services - Municipal, county, state or federal land such as a county courthouse or police station. Churches and hopsitals are also included.

(8) Undeveloped Land - Those areas which are presently not being used for any of the above purposes. This includes natural and undeveloped land and land which is in the process of being developed.

II. Land Development Goals and Standards

In recognition of community goals and attitudes, the Marion Planning Board has developed certain land development planning goals for the purpose of guiding the future use of land in the Marion planning area. These goals outline particular needs under different categories of land use, while remaining consistent with the overall development goals outlined in Chapter 1 and contributing to the achievement of those goals.

RESIDENTIAL LAND USE

Much of the satisfaction a citizen gets from living in a town or city is derived from the quality of the residential area in which he or she lives. In order to insure the development of residential areas which are orderly, pleasant and safe, the following goals have been developed:

GOALS

(1) To promote a desirable range of housing types related to the needs, incomes, and desires of the population of the area;

(2) To upgrade the quality of existing residential areas where necessary;

(3) To encourage new housing areas to develop into compact residential communities;

(4) To promote residential development in those areas suitable for extension of existing utilities;

(5) To upgrade public facilities and the level of public services present in residential areas to a level adequate to most urban needs.

STANDARDS

The following standards are recommended to guide future development in the Marion planning area:

(1) Residential areas should be bounded, not penetrated, by major traffic arteries with these arteries forming an integrated system of major streets. Within the residential neighborhoods, there should be a system of collector-distributor streets, which collect traffic during periods of outgoing traffic movement and feed such traffic into major thoroughfares. When vehicles are returning to residential areas, the collector-distributor streets facilitate dis-bursement of the traffic into the residential streets. Streets within the neighborhood should be designed and oriented to form an integral part of the circulation system within the neighborhood;

(2) Design of dwelling units, lots, and streets should be appropriate for the topography of the area. Ordinarily,

slopes in excess of 20 percent should be avoided for extensive urban development. However, with homes constructed in especially steep areas, careful consideration must be given to the design of the home and to the lot size;

(3) New development should be contiguous to existing development insofar as possible. The development of isolated residential areas should be avoided. Agriculture and forest land should remain intact until it is needed for urban development.

(4) Minimum size for single-family lots in high density areas should be 7,000 square feet. Where central sewerage is not available, the minimum should be 10,000 square feet. If neither water nor sewerage is available, the minimum should be 20,000 square feet, or more. Buildings should cover no more than 30 percent of the lot area in low density areas;

(5) High density residential areas are generally better suited to the location of multi-family housing. Conventional multi-family dwellings should be located on lots which allow 7,000 square feet for the first family and 3,000 square feet for each additional family and should be restricted from areas where streets, water and other community facilities cannot support high densities.

COMMERCIAL LAND USE

Goals

In order to insure orderly commercial development in the Marion planning area, the following goals have been established:

(1) To promote the development of a relatively compact commercial center within the City of Marion;

(2) To promote the development of small compact commercial areas within the planning area, which are related to the population, income, and welfare of the areas served;

(3) To protect the community against the unsightliness and hazard of strip highway commercial development;

(4) To upgrade the quality of viable existing commercial areas within Marion and adjacent area;

(5) To develop all commercial areas with the convenience and safety of the customer and the general public in mind.

Standards

The following standards have been formulated to insure the attainment of the above stated uses:

(1) Any expansion of the central business district should be located close to the peak flow of traffic and pedestrians; where retail, professional, financial institutions and related services can be conveniently accommodated in sub-centers easily accessible to adequate parking;

(2) Expansion of the central commercial area should occur primarily by displacement of noncommercial uses and by a better use of existing space;

(3) Local shopping areas should be located within or on the edge of neighborhoods. They should be grouped into functional centers with a generous amount of off-street parking in order to provide the greatest convenience to the shopper, to reduce traffic congestion, and to insure a profitable business;

(4) Highway business areas should be provided for establishments that cater to the motorist. These facilities should be located in outlying areas on major thoroughfare approaches to the urban area where sites are adequate for integrated design and proper consideration can be given to highway safety and general amnety of adjoining uses.

INDUSTRIAL LAND USE

Goals

The specific goals for planning for industrial growth and development within the Marion planning area are as follows:

(1) To encourage the location of additional appropriate industries within the Marion planning area and within the McDowell County Urban area;

(2) To develop new planned industrial districts in areas which may be served by the extension of existing services;

(3) To encourage cooperation by the City of Marion and McDowell County in developing and carrying out plans for industrial development;

(4) To minimize the effects of noise, odor and discharge of

industrial wastes upon surrounding areas.

Standards

The following standards are designed to facilitate efficient development of industrial land within the planning area:

(1) Industrial areas should be located on reasonably level land, preferably with not more than five percent slopes and capable of being graded without excessive expense;

(2) Direct access to commercial transportation facilities is an important consideration. Access to major truck routes and to railroads should be provided but for some types of industries truck access alone is adequate;

(3) Industrial areas should be located within easy commuting time of residential areas and should be accessible to major traffic thoroughfares directly connected with residential areas;

(4) Utilities at or near the site and governmental services appropriate to the needs of the various types of industry existing or expected to locate within the areas should be available -- water, power, wastewater disposal, solid waste disposal, fire and police protection;

(5) The compatibility of industrial areas with surrounding uses must be considered as a location factor with due regard for potential air or water pollution, etc. The degree of isolation from residential, public and commercial districts, will vary with the nature of the industry. Therefore, light industrial land uses will have different locational criteria than heavier industrial uses.

PUBLIC AND RECREATIONAL LAND USE

The following land use goals have been established to insure orderly development of public and recreational land uses:

Goals:

(1) To provide all residents with a range of recreational opportunities within convenient distance of their homes;

(2) To preserve existing natural features and make them available for public enjoyment;

(3) To encourage individuals and private organizations to develop recreational resources for public use in the planning area.

III Land Use Analysis

Marion has an approximate land area of 897 acres within its corporate limits. Of this total a large portion, 670 acres, or almost 75 percent, is developed land. Much of the undeveloped land, 226 acres, has slopes greater than 20 percent, which is not suitable for intensive development.

The one-mile planning area, excluding the incorporated area, has a land area of 5,667 acres, of which only 1,705 acres or 30 percent are developed.

Map 7 depicts the existing land use for the City of Marion. Map 8 depicts the existing land use for the Marion planning area. Tables 9, 10, and 11 summarize the existing land use for Marion, the one-mile planning area excluding the city, and the planning area including the city.

RESIDENTIAL

The amount of land in residential use within the corporate limits of Marion is 347 acres or 51 percent of the total developed area. By far, the greatest portion of this area, 336 acres, is occupied by single family homes, with the remaining 11 acres occupied by multi-family homes - 9.7 percent. Transient housing which includes motels, hotels, etc., accounts for 1.6 percent. Approximately 1,114 acres or 65% of the developed land in the planning area, excluding the city limits, are developed; however, only 22 percent of the total planning area, including the city, is developed for residential purposes.

Single-family residential growth within the City of Marion is not

TABLE 9 -- EXISTING LAND USE WITHIN THE CITY OF MARION

Use	Acres	Percent of Developed Acres	Percent of Total Land Area
Residential	347.90	51.89	38.76
Single-Family[1]	336.55	50.19	37.50
Multi-Family	9.70	1.45	1.08
Transient Lodging	1.65	.25	.18
Trade and Service	54.94	8.19	6.12
Manufacturing	50.53	7.54	5.63
Transportation, Communication, and Utilities	111.99	16.70	12.49
Streets	60.48	9.02	6.74
Railroads	49.31	7.35	5.50
Other	2.20	.33	.25
Cultural, Entertainment, and Recreational	3.23	.48	.36
Governmental, Educational and Miscellaneous Services	101.95	15.20	11.36
TOTAL DEVELOPED	670.54	100.00	74.72
Agricultural or Vacant	226.87		25.28
TOTAL LAND	897.41		100.00

Source:
Survey by Division of Community Services, February, 1972.

[1] Includes Mobile Homes


MARION

CITY OF MARION, NORTH CAROLINA

NORTH

400 0 400 800 1200 1600

SCALE IN FEET

MAP 7

EXISTING LAND USE

LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- TRANSIENT HOUSING
- TRADE AND SERVICE
- GOVERNMENTAL, EDUCATIONAL AND MISCELLANEOUS SERVICES
- MANUFACTURING
- CULTURAL, RECREATIONAL, AND ENTERTAINMENT
- TRANSPORTATION, COMMUNICATION AND UTILITIES
- AGRICULTURE OR UNDEVELOPED LAND

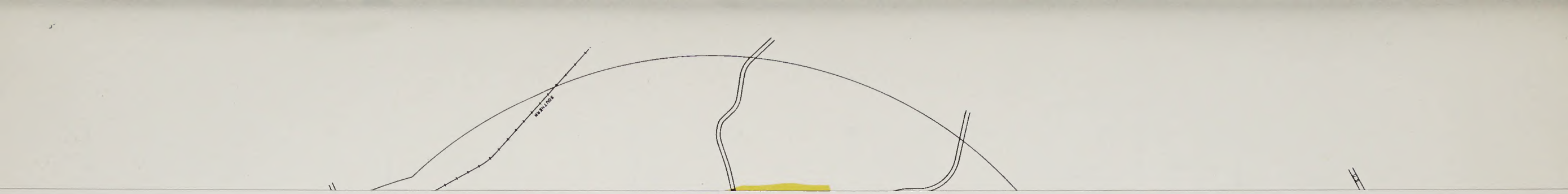
TABLE 10 -- EXISTING LAND USE WITHIN THE PLANNING AREA, EXCLUDING THE MARION CITY LIMITS

Use	Acres	Percent of Developed Acres	Percent of Total Land Area
Residential	1,114.82	65.39	19.67
Single-Family[1,2]	1,114.82	65.39	19.67
Transient Lodging	0	0	0
Trade and Service	77.64	4.55	1.37
Manufacturing	134.34	7.88	2.37
Transportation, Communication, and Utilities	337.06	19.77	5.95
Streets	180.40	10.58	3.18
Railroads	155.01	9.09	2.74
Others	1.65	.10	.03
Cultural, Entertainment, and Recreational	0	0	0
Governmental, Educational and Miscellaneous Services	41.14	2.41	.73
TOTAL DEVELOPED	1,705.00	100.00	30.09
Agricultural or Vacant	3,962.26		69.91
TOTAL LAND	5,667.26		100.00

Source:
Survey by Division of Community Services, February, 1972.

1
Includes Mobile Homes

2
Multi-Family Data is Included in Single-Family Land Use Category for Area Outside the City


SOUTHERN

MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 2000 2800
SCALE IN FEET

MAP 8

EXISTING LAND USE

LEGEND

- RESIDENTIAL
- TRADE AND SERVICE
- GOVERNMENTAL, EDUCATIONAL AND MISCELLANEOUS SERVICES
- MANUFACTURING
- TRANSPORTATION, COMMUNICATION AND UTILITIES
- AGRICULTURE OR UNDEVELOPED LAND

TABLE 11 -- EXISTING LAND USE WITHIN THE PLANNING AREA, INCLUDING THE MARION CITY LIMITS

Use	Acres	Percent of Developed Acres	Percent of Total Land Area
Residential	1,462.72	61.49	22.29
Single-Family[1,2]	1,451.37	61.01	22.11
Multi-Family	9.70	.41	.15
Transient Lodging	1.65	.07	.03
Trade and Service	132.58	5.66	2.02
Manufacturing	184.87	7.78	2.82
Transportation, Communication, and Utilities	449.05	18.90	6.84
Streets	240.88	10.14	3.67
Railroads	204.32	8.60	3.11
Other	3.85	.16	.06
Cultural, Entertainment, and Recreational	3.23	.15	.05
Governmental, Educational and Miscellaneous Services	143.09	6.02	2.18
TOTAL DEVELOPED	2,375.54	100.00	36.20
Agricultural or Vacant	4,189.13		63.80
TOTAL LAND	6,564.67		100.00

Source:
Survey by Division of Community Services, February, 1972.

1 Includes Mobile Homes

2 Multi-Family Data is Included in Single-Family Land Use Category for Area Outside the City

particularly concentrated in any one area but is rather uniformly developed throughout the city. In fact, residential development within Marion is dense and has been restricted primarily by excessive slopes and/or soils limitations. The major concentration of multi-family dwelling units in the northwestern portion of the city near James Drive and Garden Street. Other multi-family dwellings tend to consist of older homes that have been converted to small apartment units that are sparsely scattered throughout the city. A small concentration of these structures is located in the vicinity of West Court Street. There are 33 mobile homes within the city that are predominantly located on small individual lots or share a lot with a single-family residential structure or with two or less mobile homes. There is one small fairly adequate mobile home park in the southern portion of the city, just south of U. S. 221 and north of Corpening Creek, that has seven mobile homes. Only 1.65 acres in Marion is used for transient lodging (motels, hotels, etc.) with virtually no concentrations in any area. Residential development outside the city but within the planning area has taken place primarily near water service areas.

Map 9 indicates the structural condition of each housing structure in Marion. These structures were classified as "sound," "minor repair," "major rapair" and "dilapidated."

"Sound" structures have no defects and should occasionally receive preventive maintenance to keep them in their present state. Structures classified as "minor repair" have only slight defects which can be corrected with minimum cost and time. The units classified as being "sound" and "minor repair" can be considered structurally standard. The remaining

housing units can be considered substandard. Housing structures classified as "major repair" have major defects which could be corrected at considerable cost. "Dilapidated" structures are those units having serious defects, which are in such a condition that in most cases it is economically unfeasible to repair them and therefore warrant clearance.

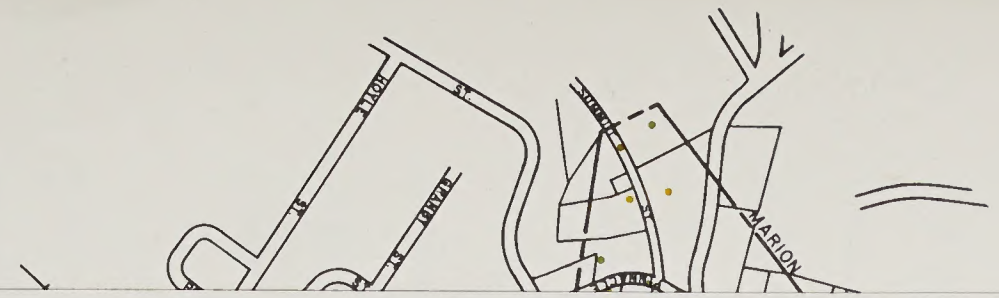
Approximately 68 percent of all housing structures, excluding mobile homes, are in sound condition in Marion, while 32 percent are substandard. Approximately 33.9 percent of all housing structures are classified as sound, 33.6 are in need of minor repair, 25.3 are in need of major repair, while 7.2 percent are delapidated. Most of the substandard housing is concentrated in the extreme western portion of the city near West Court Street, near Spring Street in the south central portion of the city, the southern portion of Miller Avenue, near Hudgins and Catawba Streets in the extreme southwest and in scattered locations along Park and Maple Avenues in the northeast. Much of the substandard housing is located near the various industrial plants.

Most of the new residential developments in Marion has taken place primarily in the extreme southern and northern areas.

TRADE AND SERVICE

At present there are almost 55 acres devoted to trades and services in Marion. This acreage, which includes private and personal services, but not governmental and educational services represents approximately 8.2 percent of the total developed land in the city. This percentage is accurate in that it representa truly commercial areas and does not include public services.

Extensive development of this classification is primarily in two


HIGH ST
MAIN ST
MARION

CITY OF
MARION,
NORTH CAROLINA

NORTH

400 0 400 800 1200 1600

SCALE IN FEET

MAP 9

HOUSING CONDITIONS

LEGEND

- SOUND
- MINOR REPAIR
- MAJOR REPAIR
- DILAPIDATED

areas within the city. The largest and most concentrated trade and service area is in the central business district. This area parallels north Main Street south from Fort Street to the Crawford and State Street area paralleling South Main Street and is almost one block deep along the complete route. There are several municipal parking lots to serve this area to facilitate shopping convenience. Main Street - U. S. 221, a heavily traveled north-south highway, creates severe traffic congestion in the central business district area. The second major commercial area in the city is along East Court Street -- U. S. Highway 70. This area is largely a concentration of highway-oriented business establishments which cater to the motorist. Several areas along this highway have conflicting land uses, with commercial development and residential development intermixed. A few neighborhood trade establishments are dispersed throughout the city. A few commercial establishments are scattered along the extreme north and south areas of Main Street and have created conflicting land uses. Considering the small land area and population of Marion the acreage used for commercial purposes within the city is far larger than one would expect. This is due to the fact that Marion serves as a trade center for a rather large area.

Almost 133 acres or 5.6 percent of the developed land in the planning area, excluding Marion, is used for commercial purposes, Much of this development has and currently is taking place along Highway 221. The northern portion of this highway, north of the Valley Street area is rapidly developing with highway-business type activities. The southern portion of Highway 221 also has experienced rapid commercial growth. Strip commercial development is evident in both areas--contributing considerably to

congestion and creating traffic hazards.

MANUFACTURING

Almost 51 acres, or 7.5 percent, of the developed land in Marion are in manufacturing use. This category is often defined as any business that changes the form of materials for the purpose of making them more useful or valuable. The planning area, excluding Marion has 134 acres, 7.8 percent of the developed land in industrial use. Almost all of the manufacturers have located where rail facilities are available. Most of the large textile plants are located outside but adjacent to the corporate limits. These include Clinchfield Manufacturing Company, Cross Cotton Mills, Marion Manufacturing Company, and Washington Mills. Two large furniture companies, Broyhill and Drexel are located inside the city. Several smaller manufacturing establishments are also located in Marion, including International Musical Instruments, Inc., Etta Paper Box Company, etc. There are over 3,400 persons employed by manufacturing establishments that are located within the Marion Planning Area.

Several of the plants are concentrated to the southwest near the Southern Railway, two are located near the Clinchfield Railroad to the southeast. Most of the remaining firms are scattered throughout the city creating only minor land use conflicts because most of the firms could be classified as light-industrial. However, vehicular traffic generated by these facilities does cause problems in some adjacent residential areas.

TRANSPORTATION, COMMUNICATION, AND UTILITIES

Within the entire Marion planning area there are almost 500 acres of land utilized for transportation, communication and utility uses. This

accounts for the second highest land use category and includes approximately 445 acres occupied by streets, roads and railroad right-of-ways. The remaining 3.8 acres are used for electrical substations, bus stations, telephone company facilities, etc. A considerable amount of land taken up by power line easements is not included in this category, but is included in the undeveloped land.

The Clinchfield and Southern Railroads occupy almost 241 acres while streets and roads occupy 204 acres.

CULTURAL, ENTERTAINMENT, AND RECREATIONAL

Cultural, entertainment, and recreational uses account for 3.2 acres or almost .5 percent of the developed land. This category includes parks, non-school outdoor and indoor recreation facilities, motion picture theaters, etc. The city has a relatively low percentage of land for this purpose and the planning area has no land in this category. However, McDowell County is planning an intensely developed outdoor recreation facility within the eastern portion of the planning area that will help resolve the need for recreation facilities. The city also needs to provide additional facilities of this type to its citizens, especially the "mini-park," "tot lots" and other facilities that are within walking distance of the citizens.

GOVERNMENTAL, EDUCATIONAL, AND MISCELLANEOUS SERVICES

Governmental, educational and miscellaneous services including religious activities occupy approximately 102 acres, or 15.2 percent of the total developed land within the city. Most of the large parcels of land in the planning area that are occupied by this use are within the city.

Schools constitute the largest portion of this category, including Marion Senoir High in the east, Marion Elementary School in the north, Marion Junior High to the west central and smaller schools within the planning area outside the city. A new county consolidated high school outside the planning area, to open this fall, will allow the junior high students to move to the present senior high; thereby, vacating the old Marion Junior High School. This action should make the physical plant school facilities adequate for the planning period.

Church facilities, McDowell Memorial Park Cemetery, municipal and county owned property, and Marion General Hospital also constitute a large portion of these land uses.

AGRICULTURAL OR VACANT

As compared to cities of comparable population, Marion has very little vacant land, especially vacant land that is developable. Only 25 percent is vacant and much of that land is not suitable for development. The planning area outside the city constitutes over 86 percent of the planning area and 63 percent of the undeveloped land. About one-third of this land has excessive slopes or severe soils limitations that are not conducive for dense urban development. However, this leaves approximately 2,500 acres that could possibly be developed within the planning area.

In conclusion, based on the background for planning and land use survey, a number of problems were identified that will adversely affect future development within the planning area unless corrective actions are taken. Among them are the following:

(1) Marion has very little vacant land within which to develop;

(2) The city has major traffic congestion in its central business district created primarily by a major thoroughfare route (U. S. 221-226) passing through the city and causing through traffic and local traffic in the CBD to intermix;

(3) Strip-commercial development is growing unguided and uncontrolled within the one-mile planning area creating traffic congestion and hazards;

(4) There are several areas of conflicting land use within the city -- particularly among residential-commercial and residential-industrial areas;

(5) The present wastewater disposal system is not properly taking care of its present service area. Thus, it certainly is not adequate to service any additional area unless major improvements are made to the system;

(6) A large number of houses within the planning area are deteriorating at a rate that will eventually create additional blighted areas unless preventive and corrective action is taken. A housing code compliance program by both the city and county would help to eliminate this problem.

IV Land Development Plan

The Marion land development plan provides proposals as to how land should be used as expansion and development occur within the Marion planning area during the next 20-year period.

The land development plan holds no legal status, but does serve as the basis for more definitive legislative and administrative measures such as subdivision regulations, housing code compliance program, zoning and policies regarding the extension of utilities. The plan should serve as a guide for both public and private development within the planning area. As technical, sociological and economic changes occur within the planning region, the land development plan should be modified and revised as such changes warrant.

Future land uses within the Marion planning area are grouped into

five major categories -- residential, commercial, industrial, public and/or recreational and land not recommended for development. These classifications were used in the land use analysis due to the intention to insure flexibility and simplicity in the plan.

LAND REQUIREMENTS FOR FUTURE DEVELOPMENT

To be sure that an adequate amount of land is appropriated to serve the anticipated population for the planning area, land area projections should be made. A useful measurement of a city's future needs is an index referred to as "acres per one-hundred persons." This index is obtained by dividing the population (at the time of the land use survey) into the number of acres devoted to each of the major land uses. This index is computed for the City of Marion and for the entire planning area.

The population projections for Marion for 1990, as were discussed in Chapter 2, indicate that the city should have a population of 3,769 persons. Chapter 2 also gave an estimate of 10,706 persons within the complete planning area in 1970. Using the same mathematical methodology that was used determining the city's population projections, the total planning area by 1990 should have a population of 13,181.

Table 12 indicates the projected land use needs for Marion and the Marion planning area for 1992. By using this projection procedure to forecast land use needs, it is estimated that in 1992 the City of Marion will need 45 additional acres of land for homes, 7 for industry, 15 acres for transportation and utilities and 14 acres for public and/or recreational uses. Total projected acreage needed in the planning area for 1992 for urban use is 2,925. These figures may or may not prove to be realistic. For

TABLE 12 -- PROJECTED LAND USE NEEDS FOR MARION AND THE MARION PLANNING AREA - 1992

Land Use	1972		1992	
	Developed Acres in Present Use	Acres Per One-Hundred Persons	Additional Acreage Needed	Total Projected Acreage
WITHIN CITY LIMITS				
Residential	348	10.4	45	393
Commercial	55	1.7	7	62
Industrial	50	1.5	7	57
Public and/or Recreational	105	3.1	14	119
Transportation and Utilities	112	3.4	15	127
TOTAL	670	20.1	87	758
WITHIN TOTAL PLANNING AREA				
Residential	1463	13.7	338	1801
Commercial	133	1.2	30	163
Industrial	185	1.7	43	228
Public and/or Recreational	146	1.4	34	180
Transportation and Utilities	449	4.2	104	553
TOTAL	2376	22.2	549	2925

Source:
Division of Community Services

instance, the 7 acres projected to be needed for industry for Marion during the study period could easily be taken by one industry. Realizing this, these projections were used to establish minimum land area needs. In most cases the land development plan allocates more land for each land use classification than the projections indicate. Development should not require all the current vacant land within the planning area during the study period.

Map 10 depicts the generalized land development and sketch thoroughfare plan for the Marion planning area for 1992.

RESIDENTIAL

One of the facts that was established in the Background for Planning Chapter of this plan was that there is a scarcity of desirable vacant land for residential purposes within the city limits of Marion. However, there is ample land outside the city limits for this purpose. Thus, it appears that much of the residential development that will take place within the Marion planning area by 1992 will be outside the city limits.

The location and availability of water and wastewater facilities will determine the location and density of residential development within the planning area during the next two decades. As was indicated in Chapter 2, a great deal of the planning area is currently serviced by the city water system and it is not coincidental that extensive residential development has taken place in these areas. However, as was previously indicated, the wastewater coverage area is primarily within the Marion city limits. Within the wastewater coverage areas the residential development is more dense than the residential areas that have only water service and this trend will continue.

If the City of Marion implements the recommendations that were proposed in the previously discussed water and sewerage study[1] there is every reason to believe that the whole planning area, with the exception of the land not recommended for development, as was shown on Maps 4 and 5 can be served by adequate water and wastewater systems. Based on this premise much more than the projected acreage of residential land was allocated in order to provide for unanticipated growth and to provide for freedom of choice. Until all of the planning area has utility services, it is recommended that future residential development take place at the fringe of and adjacent to existing residential development and in the vacant areas between existing residential development and in the vacant areas between existing development. Development that takes place in these areas where water lines, sewer lines, streets and other community facilities are available will reduce the cost of development to the subdivider and will allow the economical and orderly expansion of these services by the city much sooner than is possible when a scatterization of development is experienced. During the interim period when all of the planning area does not have utility service, minimum lot area requirements for residential lots should be followed. The recommended minimum standards for residential lots are 7,000 square feet for single-family lots served by municipal water and sewerage; 10,000 square feet or more should be required if central water is available but central sewerage is not. If neither central water nor

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1 Comprehensive Water and Sewerage Study, O'Brien and Gere, Inc., August, 1971.

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1 Comprehensive Water and Sewerage Study, O'Brien and Gere, Inc., August, 1971.

MARION, NORTH CAROLINA

PLANNING AREA

MAP 2.0

LAND DEVELOPMENT PLAN

LEGEND

- RESIDENTIAL
- COMMERCIAL
- PUBLIC AND/OR RECREATION
- INDUSTRIAL
- LAND NOT RECOMMENDED FOR URBAN DEVELOPMENT

SKETCH THOROUGHFARE PLAN

LEGEND

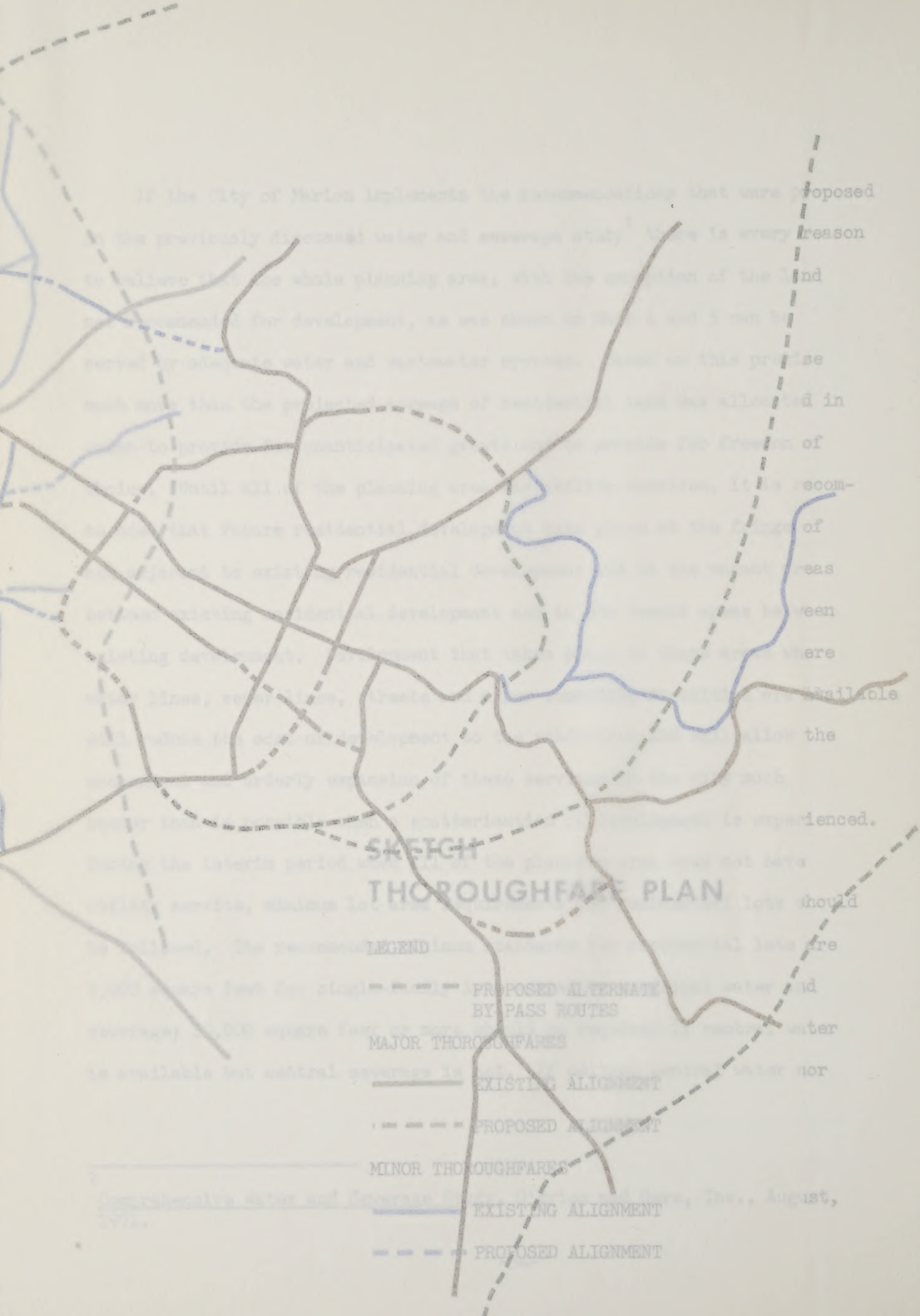
- PROPOSED ALTERNATE BY-PASS ROUTES

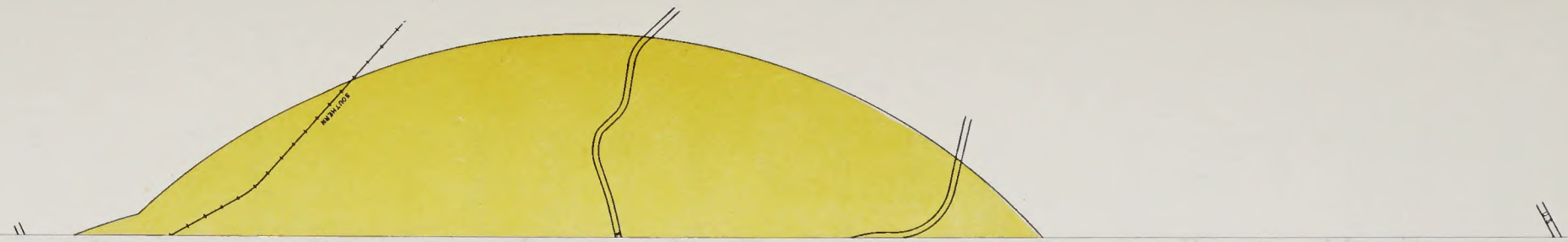
MAJOR THOROUGHFARES

- EXISTING ALIGNMENT
- PROPOSED ALIGNMENT

MINOR THOROUGHFARES

- EXISTING ALIGNMENT
- PROPOSED ALIGNMENT


SKETCH
THOROUGHFARE PLAN
LEGEND
PROPOSED ALTERNATE BY-PASS ROUTES
MAJOR THOROUGHFARES
EXISTING ALIGNMENT
PROPOSED ALIGNMENT
MINOR THOROUGHFARES
EXISTING ALIGNMENT
PROPOSED ALIGNMENT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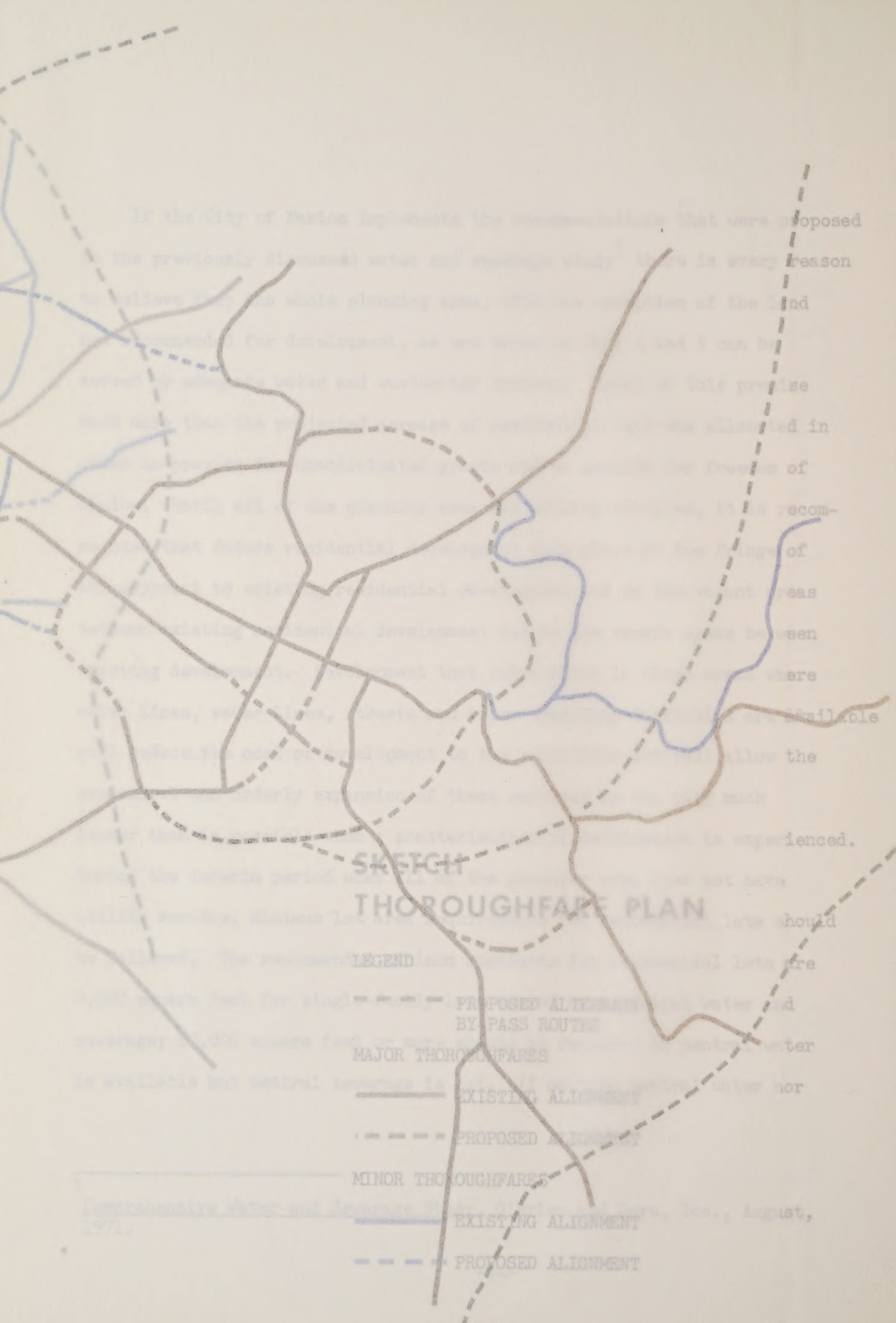
SKETCH
THOROUGHFARE PLAN
LEGEND
PROPOSED ALTERNATE
BY-PASS ROUTE
MAJOR THOROUGHFARES
EXISTING ALIGNMENT
PROPOSED ALIGNMENT
MINOR THOROUGHFARES
EXISTING ALIGNMENT
PROPOSED ALIGNMENT

MARION, NORTH CAROLINA

PLANNING AREA

NORTH

400 0 800 2000 2800
SCALE IN FEET

MAP 10

LAND DEVELOPMENT PLAN

LEGEND

- RESIDENTIAL
- COMMERCIAL
- PUBLIC AND/OR RECREATION
- INDUSTRIAL
- LAND NOT RECOMMENDED FOR URBAN DEVELOPMENT

sewerage is available the minimum land area should be 20,000 square feet or more. In certain sections of Soil Resource Area 3 the minimum lot area should exceed the minimum recommended standards previously stated especially if a subdivision is planned in an area not having central sewerage. In such cases the Soil Conservation Service and/or McDowell County Health Sanitarian should be consulted.

Assuming that the proposed wastewater treatment plant near the Catawba River becomes a reality within the next two-year period then that land within the northern drainage region of the planning area should experience considerable residential development. Thus, the areas to the north and northwest of the city limits within the planning area have the best potential for development. Most of the vacant land in the southern and eastern portions of the planning area is too steep or has severe soils limitations for significant development. Land along stream bottoms should also be avoided for residential structures.

A Systematic Housing Code Compliance Program initiated by the city and county in the planning area could upgrade the quality of housing and enable some areas of dilapidated housing to be redeveloped. The McDowell County Housing Authority has made application for several hundred units of low-rent public housing for McDowell County. Approximately 400 of these units are severely needed within the planning area now. The construction of these units would help provide relocation housing for persons living in areas that could be redeveloped.

Due to the shortage of available developable vacant land within the corporate limits and in order to provide needed municipal services to outlying areas, the City of Marion should consider annexation of developing

fringe areas where services can be provided to such areas. Thus, a detailed annexation study of several areas is warranted and needed.

COMMERCIAL

As was previously indicated, the City of Marion has a large amount of land in commercial use, primarily because of the city's function as a trade center. The projected additional commercial land use needs for the planning area for 1992 is 30 acres. Seven acres of this total is for the city.

The present central business district along Main Street has fairly well defined boundaries and is relatively compact. This area, in spite of the recent development of a shopping center north of the city and along U.S. Highway 221, continues to remain vital. The central business district in Marion should be strengthened and renovated in an effort to maintain this center as the main retail shopping area of the community. This district is important to the community both as a central focal point and as a tax base. Therefore, the preservation of this area is important to the vitality of the local economy. Steps should be taken by the local merchants and the city to provide adequate parking facilities and improve the appearance of the area. The traffic congestion along Main Street that was previously referred to needs to be eliminated. This will be discussed in the section concerning the thoroughfare plan.

As shown in the land development plan (Map 8), four primary areas are recommended for future commercial expansion or redevelopment. The first is the expansion of the existing central business district in a northeast-southeast direction parallel to U. S. 221. This expansion should extend north to New Street and south to the intersection of 221 and Garden Street.

The northern extension should include central business district type uses and the southern extension should include general business type uses comprising -- office buildings, etc. New residential and industrial development should be discouraged in these areas.

The second commercial area includes most of the land paralleling East Court Street -- U. S. Highway 70. The Madison Street - Garden Street block north of East Court Street and its southern counterpart should develop commercially, particularly toward central business district type development that does not require setback or parking requirements. Additional commercial development should extend on east adjacent to and beyond Madison Street to and beyond the city limits. This development should consist of highway business type development catering to the motorist.

The third area is north of the city along U. S. 221 as is depicted on the land use map and the fourth area is south of the city along Highway 221. Both of these areas should serve highway business type uses. Care must be taken to have proper setback requirements, egress and ingress requirements and adequate parking. Enough emphasis cannot be placed on the need to plan these areas in order to eliminate congestion and traffic hazard.

INDUSTRIAL

The projected land use needs for additional industrial land needed for the study period is 43 acres for the study area, seven of which is included within the city. Good large industrial sites within the city are virtually nonexistent. Most of the additional land within the city that has been proposed for industry includes only land for future growth of existing industries. This is also true of most of the industries outside the

corporate limits. An area north of the intersection of U. S. Highway 70 and the Clinchfield Railroad overpass has potential for a concrete materials type operation. One cinder block manufacturer is currently in operation in that area.

There are several small sites within the planning area that are conducive to certain types of industries. Perhaps, the best site that has enough acreage for a moderate size industry within the planning area is in the southeastern portion of the one-mile area. This site is between the Clinchfield Railroad and U. S. Highway 221 as is shown on the land development map. The site can be easily served by water, sewer, rail, and is within one mile of a major interstate highway. However, the topography which is gently rolling, will require moderate excavation in preparation of the site. The best industrial sites within the region are just outside the planning area in the vicinity of U. S. 70 between the intersection of U. S. 70 -- U. S. 221 and Pleasant Gardens.

PUBLIC AND/OR RECREATIONAL

Land in this category is proposed for the location of publically-owned buildings and uses, and for public or privately-owned recreational facilities. Areas included in this category provide for expansion of all existing schools. Two new schools are under construction in McDowell County to the northeast outside the planning area near U. S. Highway 70. One will serve as the consolidated high school for all of the county and the Marion Senior High students will vacate their school at State Street to attend the new school. The other new school will serve as one of two junior high schools in the county. Some of the junior high students at Marion Junior High School will attend the new school, while the remainder will attend school

at the Marion Senior High building that will be converted to a junior high. Thus, with these education plant facility changes the schools for the planning area should be adequate for the planning period. The vacated Marion Junior High School should be converted to recreational use as is depicted in Map 8.

The City of Marion should consider acquiring the land in front of the Marion City Hall at North Logan Street for the purpose of providing off-street parking, a fire station and needed space for various municipal needs.

A county recreation complex of approximately 32 acres just east of the city limits between Perry Street and the Clinchfield Railroad is shown in Map 8. If this facility becomes a reality many of the recreation needs in the planning area will be provided. This complex will include facilities for swimming, basketball, athletic fields, tennis courts, fishing, picnic areas, etc. In addition to this large complex the city and county need to consider construction "tot-lots" or "mini-parks" within walking distance of the densely populated areas for young children to play.

LAND NOT RECOMMENDED FOR URBAN DEVELOPMENT

Two major areas within the Marion planning area are classified as not recommended for urban development. These areas are at the southeastern, and eastern terminus of the planning area. The southeastern area is east of SR 1169 and south of the city limits and the eastern area is east of the Clinchfield Railroad tracks. Both areas have excessively steep slopes, rock outcroppings, and soils that have severe limitation ratings for all types of urban development.

SKETCH THOROUGHFARE PLAN

The primary functions of the thoroughfare plan system are to promote the efficient movement of traffic around and through the planning area and to serve the existing and proposed development. Thus, the proper planning of a thoroughfare system can certainly aid an area. The transportation plan greatly affects the land development plan and vice-versa. Therefore, the transportation plan is shown with the land development plan.

The projected land use needs for transportation and utilities for the planning area in 1992 is 104 additional acres of land, of which streets and roads, excluding railroads, will need 56 acres.

A thoroughfare plan[1] was prepared for Marion in 1964 by the North Carolina State Highway Commission and was adopted by the city on April 6, 1965. The graphic portion of the major and minor thoroughfare locations are depicted on Map 8.

The following are excerpts from the thoroughfare plan describing the function of proposed system:

Major Thoroughfares

"The Radial System

The radial system is designed to move traffic to and from the outlying areas of the community to and from the central area. Counter-clockwise from the east, the radials on the Marion thoroughfare plan (Map 8) are as follows:

1. US 70 East (East Court Street) - This is one of the most important radial streets in the Marion system. It serves to carry traffic from outlying areas and suburban areas to the central business district and

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1 Marion Thoroughfare Plan, North Carolina State Highway Commission, 1964.

serves the nearby Clinchfield industrial area.

2. SR 1514 - This route borders the eastern side of the Clinchfield Manufacturing Company area and serves to carry traffic from this residential area into East Court Street and to the central business district.

3. North Garden Street - Fleming Avenue - Yancey Road - This radial is of local importance in that it carries traffic from the north into the central business district and also extends out into the local rural area to the north-east. This radial also serves to carry traffic to and from the north side of Lake James. Its southern terminus is the New Street - Main - Garden Street connector. South of this point Garden Street functions as a crosstown or central business district loop segment.

4. US 221 North & US 70 West - This is one of the most important radial routes in the Marion urban area. Like East Court Street, it carries important external traffic into Marion as well as carrying suburban Marion traffic to the central business district. It also carries considerable volumes of north-south through traffic. This radial separates into two routes at North Local Street - both following along the outer edges of the secondary business area north of the central business district. Both the latter routes, North Logan and North Main, merge into the crosstown street system.

5. SR 1214 and SR 1197 - These secondary roads serve a large rural section northwest of the planning area. Traffic volumes are presently very small and are not expected to pose serious traffic engineering problems within the current planning period.

6. SR 1195 - Tate Street - W. Court Street - This radial serves large residential areas west of the municipal corporate limits in addition to nearby commercial and industrial establishments within the city.

7. West Henderson Street - This is an important radial because it not only serves an industrial area within the town but it is also a major entrance into Marion from the Asheville area. The West Henderson Street radial has two Interstate feeder connectors in SR 1001 and SR 1168.

8. US 221 & NC 226 South (Rutherfordton Road) - This is an important radial, inasmuch as it serves a very large area to the south of Marion. It also serves as the entrance into Marion from Interstate 40 East and carries a significant volume of through (external-external) trips. The Rutherfordton Road radial diverges into a proposed extension of Logan Street and Garden Street at the present Rutherfordton Road - S. Main Street intersection. Both the latter streets will enter directly into the Marion crosstown street system.

9. State Street - Matilda Street - This is another radial route designed to expedite the movement of traffic to and from the residential area on the east side of town (south of the Southern Railroad). New construction would be required to make the connection between State Street, Matilda Street and SR 1724. The State Street portion of this route also

serves Marion High School.

The Crosstown System

The crosstown system forms a loop around the central business district and allows traffic to conveniently enter or bypass.

1. Court Street - Court Street passes through, rather than around, the Marion central business district. However, it is here retained on the thoroughfare system because of its continuity and, too, because it is impractical to extend or construct a more ideally located crosstown route. East of Garden Street and west of Logan Street, Court Street is Marion's major east-west radial.

2. Logan Street - This is the crosstown street on the west side of the downtown area. Beginning at Court Street it utilizes the existing street to Henderson Street. At that point it is recommended that South Logan Street be extended via an overpass of the railroad southward to intersect the proposed southern crosstown. It is further proposed that South Logan be extended beyond the southern crosstown to intersect Claremont Avenue near Rutherfordton Road.

3. State Street - A proposed new connection between State Street and the suggested new location for West Henderson Street constitutes the southern crosstown route. This recommended route will facilitate east-west traffic flow within Marion and simultaneously allow traffic to move around instead of through the central business area.

4. Garden Street - Garden Street now functions as a crosstown route on the east side of the downtown area and it is recommended that this present function be retained.

The Loop System

The purpose of the loop system is to serve trips with both origin and destination outside the central business district and to allow those trip movements without having them pass through the central area. Mountainous terrain has retarded the development of a loop system of streets within Marion. Because of the terrain and existing development, a continuous loop system would be extremely expensive to construct. The suggested loop system for Marion is somewhat discontinuous but adequate to handle anticipated 20 year traffic demand. Starting from U. S. 70 East and moving counterclockwise, the loop system is as follows:

1. A proposed new connector from East Court Street, to North McDowell Street, thence along the existing North McDowell Street, Azalia Street, Robert Street and Fleming Avenue alignment to a point near the corporate limits where a new long range connector between Fleming Avenue and US 221 - US 70 North is proposed. A more precise alignment for the latter connector should be determined when adequate topographic mapping becomes available. This portion of the loop will be of considerable convenience

in moving traffic across the northeast section of town, though it is unlikely that the route will carry very heavy traffic volumes.

2. The western portion of the loop consists of a proposed new connector between SR 1195 and West Henderson Street. This latter alignment passes just west of Cross Cemetery, thence southward across the railroad via a proposed overpass to utilize a section of SR 1173 (Hudgins Street).

3. The southern section of the loop between West Henderson Street and Rutherfordton Road passes through mountainous terrain. When topographic mapping becomes available a construction feasibility study should be made along the general alignment. This section is herein included as a long range construction possibility principally because it gives a desirable continuity to the loop system. Beyond Rutherfordton Road (US 221-NC 226) the southern portion of the loop utilized Virginia Avenue, a proposed connection eastward to South McDowell Avenue, existing South McDowell Avenue and a proposed extension via a railroad overpass of South McDowell Avenue to connect with East Court Street; thus, completing the loop.

Minor Thoroughfares

Minor thoroughfares perform the function of collecting traffic from residential, commercial, or industrial streets and carrying it to the major thoroughfares. The recommended Marion minor thoroughfares are:

1. SR 1522 - SR 1516 - This route, which borders the northern edge of the Clinchfield Manufacturing Company area should be extended westerly to connect with Yancey Road in the vicinity of SR 1502. This route would function to carry traffic from the suburban area north of Clinchfield Manufacturing Company to northwest Marion and also some work trips to and from Clinchfield Manufacturing Company.

2. Perry Avenue Extension - This minor thoroughfare located in the southeastern section of the urban area, consists of Perry Avenue (SR 1718), a portion of Morehead Road and a proposed new road which will connect Morehead Road with the southeast portion of the urban loop. Its function is to provide access to the urban loop from the unincorporated community of East Marion.

3. Baldwin Avenue - Baldwin Avenue is an existing loop connector between U. S. 70 East and U. S. 221 - N. C. 226 South. In addition, it is the major collector street in East Marion and serves an important industrial area.

4. SR 1206 (Reservoir Road) - The northwestern portion of the loop utilizes an existing collector street (Reservoir Road) between U. S. 70 - 221 North and West Court Street. The terrain is rugged and extensive development is not anticipated.

5. SR 1197 (Greenlee Road) - This existing minor street is

suggested as part of the thoroughfare plan to accommodate minor movements of traffic to and from the northwestern portion of the planning area to and from the vicinity of U. S. 70-221 North."

In addition to the thoroughfare proposals previously enumerated the N. C. State Highway Commission is considering the alignment of a major north-south by-pass route around Marion. Due to the possible topographic problems encountered in the construction of the by-pass, a route has not been finalized yet. Four of the alternate routes are shown on Map 8. When the final location is decided the land development plan should be changed, if warranted, to reflect the new highway.

V. Implementation

A land development plan is of value to a community only if it is put into effect. Maps, charts, and published reports are of little value unless they serve as an effective guide for both public and private decisions which fashion the community. Perhaps the most important part of the Marion Planning Board's job will be the determination of the means of enforcing the plan. There are several legal methods of realizing proposals in the land development plan. Mere adoption of the plan by the planning commission and certification thereof to the city officials of Marion will not accomplish the purposes for which planning is authorized.

Essential to the achievement of community goals is the implementation of the proposals by all available means, including:

(1) Subdivision Regulations;

(2) Zoning Ordinance;

(3) Code Enforcement;

(4) Urban Renewal Programs;

(5) Community Acceptance and Cooperation.

Subdivision Regulations

The control of land subdivision is the means by which private land development can be brought into conformity with the land development plan and the public interest. These regulations establish minimum standards of design and construction for all new land development, including both private and public improvements. They provide the guide by which the planning board and municipal officials equally and fairly may appraise all proposed plats for subdivision. Subdivision regulations also provide the land developer with a guide to the prerequisites of land subdivision that will meet the approval of the planning board and city commissioners.

These controls are necessary if orderly, economical and sound development is to be achieved. Through the enforcement of such regulations, the design and quality of subdivisions will be improved, resulting in better living conditions and greater stability of property values for the individual property owner. Such controls over land subdivision will insure the installation of utilities that may be economically serviced and maintained, a coordinated street system, and sufficient open spaces for recreation and other public services.

Zoning Ordinance

Zoning is one of the legal devices used to implement the plan. It is not a complete device in itself, but is used in conjunction with other control measures. Zoning divides a city into districts corresponding to the intended use of the land as recommended by the land development plan. It specifically defines the purpose of each district and explicitly prohibits future or intended uses within the district that do not conform with its purpose. To accomplish this, zoning restricts the location,

height, bulk, and sizes of buildings and structures. Further restrictions include the density of population and the use of buildings, structures, and spaces. Violation of these restrictions is a misdemeanor. It is essential that a zoning ordinance be enforced as written on a consistent basis. An inconsistent enforcement program or the indiscriminate granting of variances or "favors" may be of such harm that the city would be just as well off without the zoning ordinance.

There is a great need for zoning in the county as well as in the city. The county needs to preserve the quality of its environment and to prevent low quality development. Governmental units seem to realize too late the need for regulation of land uses, and in McDowell County prompt action is necessary.

Code Enforcement

In communities where honest attempts are being made to upgrade the quality of structures and general living conditions, a good code enforcement program is essential.

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working is unsound, unhealthy, or otherwise dangerous structures.

The Workable Program for Community Improvement, a requirement for many federally supported programs, requires that the basic codes of buildings, housing, plumbing, electrical, and fire prevention be officially adopted and enforced. A system of codes functions only if accompanied by an inspection system. Inspection of only new buildings does not meet the overall requirements set forth in the Workable Program which also includes the inspection of existing structures.

The purpose of the building code is to protect people from the hazards of structurally unsound buildings. In contrast to the zoning ordinance, which divides the community into districts with different regulations for each, the building code is uniform in character and is applied to the community as a whole. The same is true of the other municipal codes such as plumbing and electrical codes, all of which are concerned with the public health, safety, and general welfare of the people. While the codes are not derived from the land development plan as are zoning and subdivision regulations, they are created to serve the people in the same way as the comprehensive plan.

Urban Renewal Programs

Another development and implementation tool available to the community is urban renewal. Urban renewal is a process which improves entire sections of the community, especially slums or outdated areas through (1) conservation of any sound structures in the area; (2) rehabilitation of deteriorating structures; (3) clearnace of dilapidated structures; and (4) improvement of environmental factors such as the street system, land use pattern, public utilities, and community facilities. In many cases, the federal government will provide approximately one-half of the net cost of an improvement project.

In addition, FHA mortgage insurance is available on 30- and 40-year loans for new residences or improvement of older but sound homes in an urban renewal area and for construction of new residences outside an urban renewal area for people who must relocate because of this renewal of other governmental action.

Community Acceptance and Cooperation

Citizen participation is undoubtedly one of the most important factors determining the success of the land development plan. An informed citizenry that is willing to work to achieve the goals set forth in the comprehensive plan is a tremendous asset. A citizenry which refuses to become informed about the needs of the community and support the programs designed to achieve the community goals can made shambles of the best intentions of the planning board and the government. Perhaps the worst enemies to progress are those people who reject progressive movements because they are either uninformed or content with existing facilities.

Successful citizen participation could be achieved through a public education program designed to inform the community at large of the various purposes and reasons behind the actions of both the planning commission and local authorities.

Experience has shown that such a public information program yields a valuable sounding board technique from which valid suggestions and criticisms usually result. Thus, these suggestions can be integrated into the future goals and plans of Marion.